CHAPTER 79 CONDUCT A FAR PART 125 PILOT COMPETENCY OR INSTRUMENT PROFICIENCY CHECK

Section 1 Background

1. WPMS ACTIVITY CODE

- Initial Operating Experience: 1356
- Surveillance: 1632

3. OBJECTIVE. The objective of this task is to determine if an airman is qualified as a pilot-in-command or second-in-command for FAR Part 125 operations or to determine that the pilot-in-command is proficient in flight solely by reference to instruments. Successful completion of this task results in an indication of satisfactory or unsatisfactory on FAA Form 8410-1.

5. GENERAL. The principal operations inspector (POI) is responsible for checking pilot competency or instrument proficiency. The POI may conduct the test or may assign a qualified inspector to perform the actual check. If the certificate holding district office has no qualified inspector, the district office manager must coordinate with the region to obtain the services of a qualified inspector.

7. COMPETENCY CHECKS AND PROFICIENCY CHECKS. FAR § 125.287 requires that FAR Part 125 operators or applicants for a FAR Part 125 certificate test pilots on initial employment and on a recurrent basis annually (competency checks). Furthermore, pilots acting as pilot-in-command must demonstrate instrument proficiency on a six month basis (FAR § 125.291). The steps necessary to perform a competency or a proficiency check are very similar. The instrument proficiency check also counts for the competency check; however, the competency check does not meet the requirements for the instrument proficiency check. Either check may be conducted by an appropriately rated inspector or by an authorized check airman.

9. CREWMEMBER TESTS AND CHECKS: GRACE PROVISIONS. Grace provisions provide an operator with flexibility in scheduling crewmembers for flight checks. During the grace period, a crewmember can continue to perform pilot duties. A crewmember who completes the test or flight check in the calendar month before or after the calendar month in which it is required is considered to have completed that test or check in the calendar month in which it is required. Subsequent checks will be scheduled on the basis of the original due date. The following are examples of six-month instrument and annual grace periods:

Six-Month Checks

Checks scheduled: Dec. 87 and Jun. 88

Actual checks: 12 Dec. 87 and 1 May 88

Next check due: December 88 and June 89

Annual Checks

Checks scheduled: Jan. 87 and Jan. 88

Actual checks: Jan. 87 and Dec. 87

Next check due: Jan. 89 and Jan. 90

A. *Acceptance of Air Carrier Proficiency Checks (FAR §121.441) for FAR Part 125 Operations.* A pilot proficiency check conducted under FAR Part 121 (Certification and Operations: Domestic, Flag, and Supplemental Air Carriers and Commercial Operators of Large Aircraft) would be accepted as meeting the requirements for operations conducted under FAR Part 125, under specified conditions. A pilot proficiency check conducted in accordance with Appendix F of FAR Part 121 may be accepted as meeting the requirements for operations conducted under FAR Part 125 if the following criteria have been met:

(1) The check is conducted in the same type of airplane or in an airplane simulator or other training device, approved under FAR § 125.297 for each flight maneuver or procedure to be accomplished during the proficiency check.

(2) The pilot has passed a written or oral test on the appropriate provisions of FAR Parts 61, 91, and 125, and the operations specifications and

manual of the certificate holder (FAR §125.287(a)(1)).

(3) A properly documented record of that crewmember is maintained in accordance with the requirements of FAR § 125.401.

B. *Lateral Moves.* Flight crewmembers who meet the initial and recurrent pilot testing requirements or the pilot-in-command instrument proficiency requirements of FAR Part 125 are permitted to make lateral moves between operators. For example, a pilot may provide services to more than one operator if the pilot meets the requirements of FAR §125.287(a)(1) for each certificate holder. However, if a pilot fails to meet this requirement for one operator, that pilot may not provide the same services to any operator. Additionally, a failure of the required competency or proficiency check under FAR Part 125 requires notification of any FAR Part 121 or other FAR Part 125 operators who may employ the pilot. This can be accomplished by notifying the certificate holding district offices of other operators.

C. *Simulator Checks.* Portions of a check required by either FAR §125.285, FAR § 125.287, or FAR §125.291 may be given in an FAA-approved aircraft simulator or training device. Before the simulator or training device is approved, the operator must demonstrate the accuracy to which the aircraft simulator or training device reproduces the aircraft flight characteristics necessary for the specific items to be checked. In order to ensure the proper update of the simulator, inspectors should be alert to any changes in the operator's aircraft configurations which affect performance of flight crew procedures. The operator should also provide written maintenance procedures which will assure that the simulator or training device will continue to reproduce the aircraft flight characteristics accurately. Evaluation and approval of aircraft simulators are conducted by a simulator team in accordance with AC 120-40A, "Aircraft Simulator and Visual System Evaluation and Approval."

D. *Record of Crew Tests and Checks.* Inspectors and check airman should record the results of all knowledge and flight tests on FAA Form 8410-1, Airman Proficiency/Qualification Check upon completion of the test.

11. COMPETENCY FLIGHT CHECK JOB AID. The job aid for a competency flight check is found in Figure 79-1. It is used to assure all areas required by FAR § 125.287 are covered. FAA Form 8410-1, Airman Proficiency/Qualification Check, is used to determine which specific maneuvers are to be performed and to indicate whether the maneuvers are satisfactory, unsatisfactory, or waived. The objective standards for the maneuvers are found in either the Commercial Pilot Practical Test Standards or the Airline Transport Pilot Practical Test Standards and the Type Rating Flight Test Guide, as appropriate. When using Figure 79-1 as a job aid, consider the following information.

A. *Use of Checklists.* The inspector must note that the flight crewmembers not only use all appropriate checklists but also adhere to their provisions.

B. *Crew Coordination.* The emphasis is on adherence to company procedures included in the procedures and policies manual and accepted cockpit management methods.

C. *Takeoffs.* Takeoffs, for the purpose of the competency check, begin when the airplane is taxied into position on the runway to be used.

(1) Crosswind takeoffs should be considered only when meteorological, airport, and traffic conditions allow them to be done safely. If not, crosswind technique can be discussed during the oral or written portion of the check.

(2) The takeoff with a simulated failure of the most critical engine may be performed in a non-visual simulator. When to induce the powerplant failure is up to the judgement of the inspector, given the airplane type and the prevailing conditions. (See the job aid)

(3) The rejected takeoff may be performed during a normal takeoff roll after reaching a reasonable speed. A reasonable speed is determined by considering airplane characteristics, runway length, surface conditions, wind direction

and velocity, brake energy limits, and any other pertinent factors that may adversely affect safety. This speed should be no more than 50% of V_1.

D. *Inflight Maneuvers*.

(1) Steep turns must be performed at a bank angle of 45°. The turn must be at least 180° and not more than 360°.

(2) For the purpose of the check, the required approach to a stall is reached when there is a perceptible buffet or from activation of stall warning devices (stick shaker or pusher). Where the airplane uses only a zero-flap takeoff configuration, stalls in the takeoff configuration may be omitted. At the discretion of the person conducting the check, one approach to a stall can be performed in one of the configurations while in a turn with a bank angle between 15 and 30 degrees. If the certificate holder is authorized to operate the airplane with any stall warning device or indicator inoperative, the device or indicator may not be used during this maneuver.

E. *Flight Characteristics Peculiar to the Airplane Type.* Proper control of airspeed, configuration, direction, altitude, and attitude must be in accordance with procedures and limitations in the FAA approved Airplane Flight Manual, the operator's policies and procedures manual, checklists, or other approved material appropriate to the airplane.

F. *Powerplant Failures.* In addition to the specific maneuvers to be demonstrated with an inoperative powerplant, the person conducting the check may require a simulated powerplant failure at any time during the check.

G. *Landings.* At least two actual landings are required, but the conditions may be combined as appropriate.

(1) Crosswind landings may be conducted only if existing meteorological, airport, and traffic conditions allow. If not, discussion of the technique can be included in the oral or written portion of the check.

(2) The following are conditions for maneuvering to a landing with simulated powerplant failure:

(a) In the case of three-engine airplanes, a procedure that approximates the loss of two powerplants (center and one outboard) or,

(b) In the case of other multiengine airplanes, a simulated failure of 50% of available powerplants with the simulated power loss on one side of the airplane (not to be done on a circling approach).

(3) The landing that is rejected must be approximately 50 feet above the runway and approximately over the runway threshold.

H. *Normal and Abnormal Procedures.* The pilots being tested must demonstrate the proper use of as many systems and devices as the person conducting the check finds are necessary to indicate the required proficiency. A rejected landing may be combined with instrument circling approach or missed approach procedures.

I. *Emergency Procedures.* The pilots being tested must demonstrate the proper emergency procedures for as many of the possible emergency situations as the person conducting the check finds are necessary to indicate adequate knowledge and skill. If any emergency situations cannot be simulated, include these procedures in the oral or written portion of the test.

13. INSTRUMENT PROFICIENCY FLIGHT CHECK JOB AID. The job aid for an instrument proficiency flight check is found in Figure 79-2. It is used to assure all areas required by FAR § 125.291 are covered. FAA Form 8410-1, Airman Proficiency/Qualification Check, is used to determine which specific maneuvers are to be performed. The objective standards for the maneuvers are found in the Instrument Rating Practical Test Standards, as appropriate. When using Figure 79-2 as a job aid, consider the information in paragraph 11A through I above and the following.

A. *Instrument Procedures*.

(1) During area departure and area arrival

procedures, the PIC must adhere to actual or simulated ATC clearances, including assigned radials, and must properly use available navigation facilities.

(2) Entering, maintaining, and leaving holding patterns may be performed in connection with either area departure or area arrival.

B. *Instrument Approaches.*

(1) The simulated powerplant failure for a manually controlled ILS approach should be initiated before intercepting the final approach course. The simulated failure must continue to touchdown or throughout the missed approach procedure.

(2) Non-precision approaches must be representative of the types of approaches the operator is likely to use.

(3) Each instrument approach must be performed according to the prescribed instrument approach procedure and within the limits specified for the procedure.

(4) The instrument approach begins when the airplane is over the initial approach fix for the approach procedure being flown (or when turned over to the final approach controller in the case of a Ground Controlled Approach). The approach ends when the airplane touches down on the runway or when transition to a missed approach configuration is initiated.

(5) Instrument conditions should not be simulated below 100 feet above the touchdown zone.

C. *Circling Approaches.* At least one circling approach must be made under the following conditions:

(1) The portion of the approach to the authorized minimum circling approach altitude must be made under actual or simulated instrument conditions. Control of the airplane by visual references should take effect at the point where the airman would normally have visual contact with the airport during reduced visibility operations.

(2) The approach must be made to the authorized minimum circling approach altitude followed by the necessary maneuvering (by visual reference) to maintain a flight path that permits a normal landing on a runway at least 90° from the final approach course of the simulated instrument portion of the approach.

(3) The circling approach must be performed without excessive maneuvering and without exceeding the normal operating limits of the airplane. The bank angle should not exceed 30°.

(4) In the case where an operator's operations specifications do not authorize circling approaches, this maneuver may be omitted.

D. *Missed Approaches.* A complete missed approach procedure must be accomplished at least once. At the discretion of the person conducting the check, a simulated powerplant failure may be required during any of the missed approaches.

E. *Landings.*

(1) When landing from an ILS approach, except when circumstances beyond the control of the pilot prevent an actual landing, the inspector conducting the check may accept an approach to a point where, in the inspector's judgement, a landing to a full stop could have been made.

(2) A landing under actual or simulated circling approach conditions is not specifically required if circumstances beyond the control of the pilot prevent a landing. The inspector conducting the check may accept an approach to a point where, in the inspector's judgement, a landing to a full stop could have been made.

F. *Rejected Landings.* The rejected landing, including a normal missed approach procedure, may be accomplished to approximately 50 feet above the runway and approximately over the runway threshold. This maneuver may be combined with instrument circling or missed approach procedures, but instrument conditions need not be simulated below the circling minimums.

Section 2 Procedures

1. PREREQUISITES AND COORDINATION REQUIREMENTS

A. *Prerequisites*. This task requires knowledge of regulatory requirements in FAR Part 125, FAA policies, and qualification as an Aviation Safety Inspector (Operations).

B. *Coordination.* This task may require coordination with the operations unit supervisor, the principal operations inspector, and possibly the region.

3. REFERENCES, FORMS, AND JOB AIDS

A. *References*

- Section 602 of the Federal Aviation Act of 1958
- FAR §§ 61.43, 61.65(g), and 61.127(a)
- AC 61-57A, Type Rating Flight Test Guide
- Advisory Circular 125-1, Operations of Large Airplanes Subject to FAR Part 125
- Appropriate practical test standards
- Order 8700.10, General Aviation Operations Inspector's Handbook
- An applicant's proposed operations specifications or an operator's approved operations specifications
- Volume II, Chapter 1, Introduction to FAR Part 61 Related Tasks

B. *Forms*

- FAA Form 8000-36, WPMS Transmittal Form
- FAA Form 8410-1, Airman Proficiency/Qualification Check

C. *Job Aids*

- Figure 79-1, Competency Flight Check Job Aid
- Figure 79-2, Instrument Proficiency Flight Check Job Aid
- Sample letters and figures

5. PROCEDURES.

A. *Request for Competency/Proficiency Check Received.* The request for a competency or instrument proficiency check may be received from an applicant for a FAR Part 125 certificate or an existing operator.

B. *Schedule the Check.* Based on inspector workload and district office requirements, schedule the date, place, and time of the check (POI).

C. *Examine Certificates of Airman to be Checked*. Determine if the airman holds appropriate and current pilot and medical certificates for FAR Part 125 operations (FAR §§ 61.123 or 61.151 and 125.281 and 125.283). Determine which operators employ the pilot.

(1) If the pilot does not present the appropriate and current certificates, advise the pilot that the check cannot be administered. Advise the company in writing of the reasons why the check was not administered. (Figure 79-3)

(2) If the pilot has the appropriate and current airman and medical certificates, conduct the knowledge portion of the test.

C. *Conduct the Knowledge Portion of the Test*.

(1) For a competency test, ensure that the oral or written test includes the items listed in FAR § 125.287(a).

(2) For an instrument proficiency test ensure that the oral or written test includes the items in FAR § 125.291(c).

(3) If the pilot does not correctly answer at least 70% of the test questions:

(a) Advise the pilot of the test failure.

(b) Fill in appropriate boxes on FAA Form 8410-1 and forward a copy to the company. Place the original in the district office file on the operator or applicant.

(4) If the pilot correctly answers 70% or more of the test questions:

(a) Advise the pilot that the knowledge portion of the test is satisfactory.

(b) Proceed with the flight portion of the check.

D. *Conduct the Flight Check*.

(1) For the competency flight check:

(a) Observe the pilot conduct a walk-around inspection. Ensure that the inspection is in accordance with the FAA approved flight manual or the company procedures and policies manual.

(b) Ensure that the check includes the maneuvers and procedures outlined in the competency flight check job aid (Figure 79-1).

(2) For an instrument proficiency flight check:

(a) Observe the pilot conduct a walk-around inspection. Ensure that the inspection is in accordance with the FAA-approved flight manual or the company procedures and policies manual.

(b) Ensure that the check includes the maneuvers and procedures outlined in the instrument flight check job aid (Figure 79-1).

E. *Evaluate the Pilot's Performance.* Base your decision on the pilot's performance of each required maneuver, as per FAR § 61.43. Any item checked unsatisfactory on FAA Form 8410-1 constitutes a failure of the entire flight check. Use the appropriate practical test standards.

(1) If the pilot failed the flight check:

(a) Debrief the pilot on the reasons for failure.

(b) Complete FAA Form 8410-1 indicating reasons for disapproval.

(c) Send a copy of the completed form to companies that employ the pilot. Keep the original in the district office file for the operator or applicant.

(d) If the pilot is also employed by another air operator, air carrier, or air agency, notify their certificate-holding district offices.

(2) If the pilot passed the flight check:

(a) Debrief the pilot, emphasizing the good points and indicating areas that were satisfactory but marginal.

(b) Complete FAA Form 8410-1 indicating approval. Make a logbook endorsement, if desired.

(c) Enter pilot's authorizations in “Remarks” block (See Figure 79-1 for competency check and Figure 79-2 for proficiency check).

F. *WPMS.* Using FAA Form 8000-36, WPMS Transmittal Form, close out WPMS activity.

7. TASK OUTCOMES. Completion of this task results in either:

A. A completed FAA Form 8410-1 indicating satisfactory performance on the competency or proficiency check and including any appropriate authorizations.

B. A completed FAA Form 8410-1 indicating unsatisfactory performance on the competency or proficiency check.

9. FUTURE ACTIVITIES.

A. The records of any pilot checked will be reviewed as part of future surveillance.

B. The pilot may return for subsequent competency or proficiency checks.

C. The inspector may initiate an enforcement investigation, as appropriate, if the pilot is involved in an accident, incident, or possible violation of regulations.

D. Possible reevaluation under Section 609 of the FA Act of 1958.

FIGURE 79-1 COMPETENCY FLIGHT CHECK JOB AID

COMPETENCY FLIGHT CHECK JOB AID

Pilot's Name _____ Company _____

Date _____ Inspector _____

The competency flight check should consist of the pilot's demonstration of the following:

Item:	Completed
Preflight	
Proper communication with Air Traffic Control	
Actual use of and adherence to the: o Prestart checklist	
o Appropriate control system checks	
o Starting procedures	
o Radio and electronic equipment checks	
Selection of proper navigation and communications radio facilities before and during flight.	
Satisfactory crew coordination/cockpit management.	
Taxiing procedures in compliance with instructions issued by the appropriate air traffic control authority or by the person conducting the check.	
Powerplant check appropriate to the airplane type.	
Takeoffs, including: o At least one normal takeoff	
o At least one crosswind takeoff	
o At least one takeoff with a simulated failure of the most critical powerplant -- - After V_1 and before V_2 or	

FIGURE 79-1 COMPETENCY FLIGHT CHECK JOB AID

Page Two	
Item:	Completed
- When V_1 and V_2 or V_1 and V_r are identical, as close as possible after V_1, or	
- No more than 50% of V_{mc}, and	
- In any case, before reaching 200 feet AGL	
o At least one rejected takeoff.	
Inflight maneuvers, including: o At least one steep turn in each direction	
o At least three approaches to stalls -- - One in the takeoff configuration	
- One in a clean configuration	
- One in the landing configuration	
o Recovery from specific flight characteristics peculiar to the airplane type.	
o Simulated powerplant failures, if desired.	
At least two actual landings (one to a full stop). The following may be combined -- o Normal landing	
o Crosswind landing, if practical	
o Maneuvering to a landing with simulated powerplant failure	
o One rejected landing	
Normal and abnormal procedures for -- o Anti-icing and de-icing systems	
o Autopilot systems	
o Automatic or other approach aid systems	

FIGURE 79-1 COMPETENCY FLIGHT CHECK JOB AID

Page Three	Completed
o Stall warning devices, stall avoidance devices, and stability augmentation devices.	
o Airborne radar devices	
o Hydraulic and electrical system failures and malfunctions	
o Landing gear/flap system failure/malfunction	
o Failure of navigation or communication equipment	
o Any other systems, devices, or aids available	
Emergency procedures -- o Fire in flight	
o Smoke control	
o Rapid decompression	
o Emergency descent	
o Any other emergency procedures outlined in the appropriate FAA approved airplane flight manual	
REMARKS:	

FIGURE 79-2 INSTRUMENT PROFICIENCY FLIGHT CHECK JOB AID

INSTRUMENT PROFICIENCY FLIGHT CHECK JOB AID

Pilot's Name _____ Company _____

Date _____ Inspector _____

The instrument proficiency flight check should consist of a demonstration of at least the following.

Item:	Completed
Preflight	
Proper communication with Air Traffic Control	
Actual use of and adherence to the: o Prestart checklist	
o Appropriate control system checks	
o Starting procedures	
o Radio and electronic equipment checks	
Selection of proper navigation and communications radio facilities before and during flight.	
Satisfactory crew coordination/cockpit management.	
Taxiing procedures in compliance with instructions issued by the appropriate air traffic control authority or by the person conducting the check.	
Powerplant check appropriate to the airplane type.	
Takeoffs, including: o At least one normal takeoff	
o At least one takeoff with instrument conditions simulated at or before reaching an altitude of 100' above airport elevation	
o At least one crosswind takeoff, if practical	
o At least one takeoff with a simulated failure of the most critical powerplant --	

FIGURE 79-2 INSTRUMENT PROFICIENCY FLIGHT CHECK JOB AID

Page Two	
Item:	Completed
- After V_1 and before V_2 or	
- When V_1 and V_2 or V_1 and V_r are identical, as close as possible after V_1.	
o At least one rejected takeoff.	
Instrument procedures, including -- o Area departure and area arrival	
o Standard methods of entering, maintaining, and leaving holding patterns	
o At least one normal ILS approach	
o At least one manually controlled ILS approach with a simulated failure of powerplant	
o At least one non-precision approach procedure likely to be used by the operator	
o Circling approaches, if operator is approved for circling minimums below 1,000 foot ceiling and 3 miles visibility	
o At least one missed approach from an ILS approach and one additional missed approach	
Inflight maneuvers, including -- o At least one steep turn in each direction	
o Approach to a stall -- - One in the takeoff configuration	
- One in a clean configuration	
- One in a landing configuration	
o Recovery from specific flight characteristics peculiar to the airplane type.	

FIGURE 79-2 INSTRUMENT PROFICIENCY FLIGHT CHECK JOB AID

Page Three	
Item:	Completed
o Simulated powerplant failures.	
At least two actual landings (one to a full stop) - o A normal landing	
o Landing from an ILS approach	
o Crosswind landing, if practical	
o Maneuvering to a landing with a simulated powerplant failure	
o If the operator is approved for circling minimums below 1,000 feet and 3 miles, a landing under simulated circling approach conditions	
o A rejected landing, including a normal missed approach procedure	
Normal and abnormal procedures for -- o Anti-icing and de-icing systems	
o Autopilot systems	
o Automatic or other approach aid systems	
o Stall warning devices, stall avoidance devices, and stability augmentation devices.	
o Airborne radar devices	
o Hydraulic and electrical system failures and malfunctions	
o Landing gear and flap systems failure or malfunction	
o Failure of navigation or communication equipment	
o Any other systems, devices, or aids available	

FIGURE 79-2 INSTRUMENT PROFICIENCY FLIGHT CHECK JOB AID

Page Four	
Emergency procedures -- o Fire in flight	
o Smoke control	
o Rapid decompression	
o Emergency descent	
o Any other emergency procedures outlined in the appropriate FAA-approved airplane flight manual	
REMARKS:	

FIGURE 79-3 LETTER INDICATING PILOT NOT QUALIFIED

FAA letterhead

Operator's name and address

Dear _____:

This is to inform you that the [proficiency or instrument] check scheduled for [date] at [location] was not conducted because Mr./Ms. [name of airman] did not qualify.

- Cite reasons why airman was not qualified
- Suggest how each can be corrected

If you have any questions or you wish to reschedule the check with the same or a different airman, please contact this office at [telephone number].

Signed by: CPM, if initial certification
POI, if an existing operator